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NO. FLO2655 DATE Dec.10/

Attention: Ms Flo Milne

| QUANTITY<br>QUANTITE          | DESCRIPTION — DESCRIPTION                                    | REFERENCE — REFERENCE                 |
|-------------------------------|--------------------------------------------------------------|---------------------------------------|
| 1                             | Tape of interview done by R. Pascoe with Ambassador Beesley. |                                       |
| DATE _____<br>SIGNATURE _____ |                                                              | RETURN TO / RETOURNER A<br>EXTOTT/FLO |

December 9, 1981



Mr. Bob Hage,  
Legal Operations Division,  
Department of External Affairs,  
125 Sussex Dr.,  
Ottawa, Ont.  
K1A 0G2

Dear Mr. Hage:

Enclosed please find a copy of an interview done by Robin Pascoe with Ambassador Alan Beasley which took place in New York in October 1981. This interview was aired on CBC Northern Service on November 4, 1981.

Mr. Beasley's Assistant, Flo Milne, telephoned me today and requested a copy of this interview and suggested that I forward it to you so it might be sent by diplomatic pouch to New York.

Thank you for your attention to that request.

Yours sincerely,

1  
Sheila Watkins (Ms.)  
Production Assistant,  
Northern Service Radio,  
P. O. Box 3220, Stn. C,  
Ottawa, Ont.  
K1Y 1E4

Encl.

Interview done by Robin Pascoe CBC with Ambassador Beesley in New York in October 1981 (from tape)

Interview was aired on CBC Northern Service on November 4, 1981.

PASCO: The Law of the Sea Conference may be taking its break between sessions, but Canada's Ambassador to the Conference is one negotiator who is kept busy year round. Alan Beesley is Chairman of the Committee which is drafting the text of the new treaty and that committee works beyond the annual six-week session. Robin Pascoe spoke with Ambassador Beesley at the United Nations in New York and she asked him if the relationship between the U.S. and Canada, which some people see as deteriorating as the result of economic differences of opinion, is having any negative effect on the outstanding issues between the two countries, notably the status of the northwest passage.

BEESELEY: Relations on this kind of issue were as difficult 20 years ago as they are today, and in that sense it isn't new. I can remember negotiations in which I participated personally where very well known Canadian figures like Paul Martin, and in other cases Marcel Cadieux, both of whom had real expertise in the Law of the Sea, sat down with U.S. delegations and were unable to work out agreement on some issues, while working out agreement on others. That hasn't changed. These two countries have such an interlocking series of relationships - I hate to use the word interface but if it was still a buzz-word I would use it and say "We interface on so many issues that it's inevitable that there will be differences of view." It's strange to me what I see from this end of the telescope, so to speak, ten years after the ... 2

very difficult days when we passed the legislation establishing a 12-mile territorial sea, 100 miles pollution prevention jurisdiction and the basis for 200 miles fisheries jurisdiction - all of those issues were so controversial then, that I can't help thinking that relations have improved so tremendously that it's a qualitative difference, not just a quantitative one.

PASCO; That optimism aside for the moment, Ambassador Beesley says that when it comes to the status of the north-west passage, Canadians and Americans will continue to agree to disagree, though the United States prefers to recognize the waters as international, our negotiators will still maintain the waters are internal.

BEESELEY: I wouldn't anticipate that changing in the next session or in the immediately foreseeable future. Our position is very clear cut, namely that the north-west passage is not an international strait. It has never been used for international navigation which is the manner in which international straits are established. It can't really ever be used effectively without a tremendous amount of Canadian involvement, cooperation and cost - everything from icebreakers to navigational aids , etc. and since it isn't an international strait, and since we're concerned to preserve the environment, we don't intend to allow its status to be altered.

PASCO: Some northerners have environmental concerns too, not the least of which is the fear of an accidental oil spill. Ambassador Beesley says those concerns are shared by the government, but he admits that no system is without its risks.

BEESELEY: I have always argued, and I believe this has been the position of the Canadian Government too that those concerned with the economic aspects of passage through such straits would share our interest in ensuring that the vessels were safe enough, either ice-strengthened, or other measures taken to enable passage to occur, either at the right season or following behind ice-breakers, that there wouldn't be an environmental catastrophe. No-one's interest would be served by that.

PASCO: But accidents happen, and I guess that's what I'm asking you. In the case of an accident, how prepared are we to deal with that?

BEESELEY: Well, my understanding is that we're well prepared to deal with accidents. I would be very foolish to say that we have a complete fail-safe system on that issue any more than any state has on anything, but it's not a new issue, it's not one that is coming along to surprise us. It's one we've known about for years and we're deeply involved in other aspects of the environmental problem in the north, with particular respect to the waters of the Arctic. For example, drilling, where we haven't simply said, "Hope you can make it, hope there aren't too many blow-outs." We <sup>we</sup> made damn sure that it doesn't happen.

PASCO: For the CBC Northern Service, this is Robin Pascoe  
at the United Nations in New York.